

In the Specification:

Please replace the paragraph at page 5, lines 15 to 28, with a replacement paragraph amended as follows:

A particularly high ease of use can be achieved with the automatic gearbox according to the invention, if the stepped change of the revolution speed can be activated subject to the selected driving program. For instance it may be provided that the stepped change of the revolution speed according to the invention can be activated merely ~~[[only]]~~ in the driving program S, which means a sporty driving characteristic. In the driving program D, however, the stepped change of the revolution speed cannot be activated and the automatic gearbox behaves like a conventional CVT-gearbox. The appropriate driving program, in which the stepped change of the revolution speed can be activated, can conveniently and expediently be selected by activating a transmission selector lever for the individual driving programs.

Please replace the paragraph at page 5 line 30 to page 6 line 4, with a replacement paragraph amended as follows:

It may, however, also be provided that the stepped change of the revolution speed in the acceleration mode can be activated automatically subject to the driving characteristics. For instance, ~~the driver's desire or intention for~~ sporty driving characteristics can be

detected with the aid of the longitudinal or lateral acceleration and of further parameters. Therewith it is possible to effect the stepped change of the revolution speed according to the invention dependent upon the situation, e.g. if a ~~driver's intention for a power-oriented,~~ sporty driving characteristic has been recognized.

Please replace the paragraph at page 6, lines 6 to 12, with a replacement paragraph amended as follows:

It may also be provided that in a conventional automatic gearbox, ~~can be retro-fitted or after-equipped with the inventive~~ the stepped change of the revolution speed can be upgraded by an update of the ~~simply by updating or changing the shift control~~ software. The software for the gearbox control is stored in a flash memory, which can be reprogrammed if needed. In this way it is possible to update older automatic gearboxes to the ~~newest~~ updated state of the software.

Please replace the paragraph that was previously added at page 6 following line 26, with a replacement paragraph amended as follows:

Fig. 3 shows a schematic block representation of a vehicle having an automatic gearbox, as well as a control device and software according to an example embodiment of the invention.

Please **replace** the paragraph at **page 6 line 34 to page 7 line 9**, with a replacement paragraph amended as follows:

The automatic gearbox with infinitely-variable ratio, which is built into a motor vehicle, can be operated in a constant speed mode or in an acceleration mode. In the constant speed mode 1 the gearbox ~~provides and maintains~~ has a fixed desired engine revolution speed, which is predetermined subject to the driving situation. If, by activating the acceleration pedal, a distinctly higher performance ~~or power~~ is required than is necessary for constant driving, then the gearbox or transmission changes into the acceleration mode 2. The constant speed mode 1 permits consumption-favorable or fuel-efficient driving in the steady-state driving operation, in contrast to which the acceleration mode 2 permits spontaneous and dynamic driving.

Please **replace** the paragraph at **page 8 line 32 to page 9 line 16**, with a replacement paragraph amended as follows:

Following the revolution speed leap 3 during the transition from the constant speed mode 1 into the acceleration mode, a revolution speed increase 13 is made with a "virtual constant ratio" as further discussed below. This ratio is adjusted by control of the variator of the automatic gearbox. The ratio must not necessarily comply or correspond with that of a real actual physical stepped gearbox, instead a "virtual" ~~linear~~ transmission ratio

along a characteristic line can be recognized in that its ~~linear~~ extension does not pass through the zero point or origin of the revolution speed-velocity-diagram. Thus, the ~~motor revolution speed and the vehicle driving speed are not directly proportional to one another.~~ Instead, the ~~linear~~ transmission ratio ~~[[is]]~~ may be defined by ~~[[the]]~~ a linear expression $n = mv + b$, wherein n is the ~~[[motor]]~~ revolution speed, v is the ~~vehicle~~ driving speed, m is the ~~linear~~ slope of the "virtual" ~~linear~~ transmission ratio characteristic line, and b is the "virtual" positive or negative ~~[[motor]]~~ revolution speed offset from zero for a ~~vehicle~~ driving speed of zero with this ~~linear~~ transmission ratio characteristic. ~~Thus, b represents the intersection point of the extended linear characteristic with the vertical n-axis.~~ This revolution speed increase 13 corresponds to a gear, which is defined by its minimum revolution speed and its maximum revolution speed. After exceeding the maximum revolution speed for this gear, a revolution speed leap 14 is made, which is felt by the driver like a down shift. Then the revolution speed is further increased in the next gear 15 up to a maximum value. The subsequent volatile or leap-like revolution speed reduction 16 is felt like an up shift, which is followed by a revolution speed increase 17 in the next gear. The final ~~driving~~ speed is achieved by several successive shifting and accelerating processes as is the

case with a standard manual shifting transmission or a conventional stepped automatic transmission.

[RESPONSE CONTINUES ON NEXT PAGE]